

991-006

GM SERVICE OPERATIONS
DCS396
URGENT DISTRIBUTE IMMEDIATELY!

DATE: JULY 24, 1999

SUBJECT: ABS 3-SENSOR EBC4 - SPECIAL POLICY
(NOT A SAFETY RECALL)

MODELS: 1993-1996 CHEVROLET BLAZERS, GMC JIMMYS
AND OLDSMOBILE BRAVADAS

1994-1996 CHEVROLET S-10 PICKUP TRUCKS AND
GMC SONOMA PICKUP TRUCKS

1993-1995 CHEVROLET ASTRO VANS AND GMC SAFARI VANS

1993-1996 CHEVROLET CHEVY VANS EXPRESS VANS AND
GMC SAVERA VANS

TO: ALL CHEVROLET, OLDSMOBILE AND GMC DEALERS

ATTN: DEALER PRINCIPAL, SERVICE MANAGER,
PARTS MANAGER AND WARRANTY ADMINISTRATOR

OVERVIEW:

The federal government's highway safety agency, the National Highway Traffic Safety Administration (NHTSA), which has been conducting two investigations of various GM truck braking systems for several years, chose to release information about these two complex, highly technical investigations on July 21, 1999.

GM has cooperated with NHTSA, and participated fully, during the years in which these investigations have been pending.

The facts presented in this communication will assist you in your efforts to deal with the resulting questions.

CONDITION:

A rare and complex antilock brake system phenomenon, discovered by NHTSA investigators and confirmed by GM, may occur infrequently on 'multiple transition' surfaces, resulting in somewhat longer stopping distances. For this actually to occur, the following conditions must be present, in this order:

- 1) The vehicle must be going fast enough (e.g., approx. 40 mph)
- 2) There must be a relatively hard brake application, enough to activate the ABS system.
- 3) The vehicle must be on a high-coefficient surface (e.g., dry concrete)
- 4) With the brake pedal held down, so the ABS remains active, the vehicle must pass onto a low-coefficient surface (e.g., ice)
- 5) With the brake pedal held down, so the ABS remains active, the vehicle then must return to a high-coefficient surface (e.g., dry concrete)

Under this set of conditions, a small percentage of vehicles, and even then only some of the time, may have somewhat longer stopping distances.

VEHICLES INVOLVED:

1993-1996	Chevrolet Blazers GMC Jimmys Oldsmobile Bravadas
1994-1996	Chevrolet S-10 Pickup trucks GMC Sonoma Pickup trucks
1993-1995	Chevrolet Astro Vans GMC Safari Vans
1993-1996	Chevrolet Chevy Vans / Express Vans GMC Savana Vans

Here are some questions and answers that will be of assistance when discussing with customers the effects of this condition on their vehicles.

1. Q: Is my vehicle involved in this special policy?

A: Dealer will reference above listed vehicles and respond accordingly.

2. Q: What is this special policy?

A: Owners will be notified by mail and given the opportunity to bring their vehicles to their dealers for a product improvement regarding the ABS system.

3. Q: What are ABS brakes and when do they work?

A: Please refer to your owners manual for a description of the ABS

system. Look in the index under Brakes / Antilock Brakes to find the appropriate section in the owners manual.

4. Q: Is my vehicle safe to drive?
Q: What will happen if my vehicle experiences this set of conditions?
Q: Is my vehicle safe to drive when it's slippery outside?

A: Your brakes work. Under normal brake stops, your vehicle will function normally and safely. It's only under this rare set of conditions, (when the ABS system is activated during 'multiple transition' surfaces) your stopping distance may be somewhat longer.
Your vehicle can continue to be driven.
5. Q: Could I be stranded while driving with this condition?
A: Nothing regarding this condition will cause your vehicle to be disabled.
6. Q: When will I receive more information and what should I do until then?
A: Owner notification will begin in the 3rd quarter of this year and will continue as required. Your brakes work. Your vehicle can continue to be driven.

END OF MESSAGE

WARRANTY OPERATIONS

991-006

William D. Ballard @ US_GM_PLT_SPC01, Vernon J. Stelle @ GMAC, PCN Team @
US_GM_DET_RN101, Terry Bom @ US_GM_DET_RN101, Jim Goyer @ US_GM_PCN_POC01, Reed
McMillen @ US_GM_PCN_POC01, Karen Reeb @ US_GM_PCN_POC01, Hank Leach @
US_GM_DET_RN101, Annette B. Prochazka @ US_GM_DET_RN101, Jack Pantaleo @
US_GM_PCN_POC01, Karen Grimaldi @ US_GM_DET_RN101, Chris Gapozymoff @
US_GM_DET_RN101, Tim Crumlish @ US_GM_DET_RN101, Ginger Genna @ US_GM_DET_RN101,
Robert Szabo @ US_GM_DET_RN101

DATE: NOVEMBER 22, 1999

SUBJECT: 99046 - SPECIAL POLICY
HIGH/LOW/HIGH ABS BRAKE ANOMALY

MODELS: 1993-1996 CHEVROLET, GMC, AND OLDSMOBILE S/T
UTILITY
1994-1996 CHEVROLET AND GMC S/T PICKUP
EQUIPPED WITH A V6 ENGINE
1993-1995 CHEVROLET AND GMC M/L VAN
1993-1996 CHEVROLET AND GMC C VAN

TO: ALL CHEVROLET, GMC, AND OLDSMOBILE DEALERS

ATTN: DEALER PRINCIPAL, NEW VEHICLE MANAGER, SALES MANAGER,
SERVICE MANAGER, WARRANTY ADMINISTRATOR, PARTS MANAGER

MAILING INFORMATION

THE MAILING OF THE DEALER BULLETIN WILL BEGIN ON DECEMBER 3, 1999.
OWNER LETTERS WILL BE MAILED ON DECEMBER 10, 1999.

VIN NUMBERS WILL NOT BE LOADED TO VISS.
CAMPAIGN CLAIMS SUBMISSION MAY START ON TUESDAY, NOVEMBER 23, 1999.

THIS SPECIAL POLICY IS IN EFFECT UNTIL DECEMBER 1, 2002

DUE TO THE AVAILABILITY OF PARTS, THIS SPECIAL POLICY WILL BE
ADMINISTERED IN PHASES. THIS FIRST PHASE WILL BE THE
REPROGRAMMING OF THE VCM IN 2WD AND 4WD 1994-1996 S/T PICKUPS
AND 1995-1996 S/T UTILITIES EQUIPPED WITH A VCM. VEHICLES
INVOLVED IN PHASE I ARE INDICATED WITH AN ASTERISK IN THE TABLE BELOW.

YOU WILL BE NOTIFIED OF THE NEXT PHASE VIA DCS MESSAGE.

	MODEL YEAR			
	1993	1994	1995	1996
M/L Van	Part Chg	Part Chg	Part Chg	N/A
G Van	Part Chg	Part Chg	Part Chg	Part Chg
S/T Pickup w/LB4 & M/T	N/A	Reprogram*	Reprogram*	N/A
S/T Pickup w/LB4 & A/T	N/A	Part Chg	Part Chg	N/A
S/T Pickup w/L35/LF6	N/A	Part Chg	Reprogram*	Reprogram*
S/T Utility w/LB4	Part Chg	Part Chg	N/A	N/A
S/T Utility w/L35/LF6	N/A	Part Chg	(+K19) Part Chg	Reprogram*
T Utility - AWD	Part Chg	Part Chg	Part Chg	(-K19) Reprogram*
				Reprogram (Later Phase)

CONDITION

The federal government's highway safety agency, the National Highway Traffic Safety Administration (NHTSA) has identified, and General Motors Corporation has confirmed, the existence of a condition in the antilock braking system of some Chevrolet, GMC, and Oldsmobile S/T utilities, 1994-1996 Chevrolet and GMC S/T pickups equipped with a V6 engine, 1993-1995 Chevrolet and GMC M/L vans, and 1993-1996 Chevrolet and GMC G vans, all equipped with the Lucas Varsity three-sensor ABS system. On rare occasions, this condition can result in longer stopping distances during certain antilock brake applications, as explained below.

If the customer is driving on a road surface that supports good traction and they begin to stop by applying the brake pedal firmly, and both front wheels of their vehicle then pass onto a slippery surface (such as an ice-covered or wet patched asphalt part of the road), the antilock brake system will adjust the brakes at each of the wheels to take advantage of the available traction. This will allow the customer to steer and maintain stability, which is normal ABS operation, as their owner's manual explains in more detail.

However, if the customer is still braking while the vehicle leaves the slippery surface and both front wheels get back on a higher-traction surface, the ABS may perform as if the vehicle were still on the slippery surface and the vehicle may not stop as quickly. However, this will not happen every time these conditions are encountered. It depends on several additional factors, such as vehicle speed and the length of the slippery surface.

The ABS system was designed with increased sensitivity to wheel slip in order to improve vehicle steerability while braking on very slippery surfaces. This improvement for steerability, however, made it possible for reduced front braking effectiveness to occur as described above.

SPECIAL POLICY ADJUSTMENT (Phase I)

This special policy adjustment covers the condition described above until December 1, 2002, regardless of vehicle mileage or ownership. Dealers are to reprogram the VCM. Use the following Service Procedure. This will be performed at no charge to the customer during this time. Other conditions that may cause similar or different brake complaints that are not a result of the condition listed above are not covered by this special policy. The customer should be informed that any further service that is not covered by this special policy would be their responsibility, if they elect to have the service performed.

VEHICLES INVOLVED

Involved are 1993-1996 S/T utilities, 1994-1996 S/T pickups equipped with a V6 engine, 1993-1995 M/L van, and 1993-1996 G vans built within the following VIN breakpoints:

YEAR	DIVISION	MODEL	PLANT	FROM	THROUGH
1994	Chevrolet	S/T Pickup	Linden	RK100001	RK183995
1995	Chevrolet	S/T Pickup	Linden	SK100036	SK263000
1996	Chevrolet	S/T Pickup	Linden	TK100019	TK240986
1993	Chevrolet	S/T Utility	Pontiac West	P0100001	P0196997
1993	Chevrolet	S/T Utility	Moraine	P2100001	P2218436
1994	Chevrolet	S/T Utility	Pontiac West	R0100001	R0184658
1994	Chevrolet	S/T Utility	Moraine	R2100001	R2179415
1994	Chevrolet	S/T Utility	Shreveport	R8100004	R8243099
1995	Chevrolet	S/T Utility	Moraine	S2100001	S2266695
1995	Chevrolet	S/T Utility	Shreveport	SS100001	SS266202
1995	Chevrolet	S/T Utility	Linden	SK100001	SK263010
1996	Chevrolet	S/T Utility	Moraine	T2100001	T2318776
1996	Chevrolet	S/T Utility	Shreveport	TS100001	TS232058
1996	Chevrolet	S/T Utility	Linden	TK100001	TK240987

1993	Chevrolet	M/L Van	Baltimore	PB100002	PB225276
1994	Chevrolet	M/L Van	Baltimore	R100000	RB248996
1995	Chevrolet	M/L Van	Baltimore	SB100001	SB274040
1993	Chevrolet	G Van	Scarborough	P4100001	P4152035
1993	Chevrolet	G Van	Flint	PF300008	PF362809
1994	Chevrolet	G Van	Flint	RF100001	RF190429
1994	Chevrolet	G Van	Flint	SP100001	SP253581
1995	Chevrolet	G Van	Flint	TF100001	TF118295
1996	Chevrolet	G Van	Flint	TR500002	TR525999
1994	GMC	S/T Pickup	Linden	SK500022	SK543830
1995	GMC	S/T Pickup	Linden	TK500012	TK532449
1996	GMC	S/T Pickup	Linden	PO500001	PO528015
1993	GMC	S/T Utility	Pontiac West	P2500002	P2543251
1993	GMC	S/T Utility	Moraine	R0500001	R0535325
1994	GMC	S/T Utility	Pontiac West	R2500001	R2527917
1994	GMC	S/T Utility	Moraine	R8500003	R8533979
1994	GMC	S/T Utility	Shreveport	S2500001	S2559899
1995	GMC	S/T Utility	Moraine	S8500002	S8541078
1995	GMC	S/T Utility	Shreveport	SR500001	SR545839
1995	GMC	S/T Utility	Linden	T2500001	T2580013
1996	GMC	S/T Utility	Moraine	TR500001	TR536520
1996	GMC	S/T Utility	Shreveport	TK500001	TK532449
1996	GMC	S/T Utility	Linden	TF500001	TF532970
1993	GMC	M/L Van	Baltimore	FB500001	FB558700
1994	GMC	M/L Van	Baltimore	RB500000	RB566562
1995	GMC	M/L Van	Baltimore	SB500001	P4519317
1993	GMC	G Van	Scarborough	PF500001	PF522530
1993	GMC	G Van	Flint	RF500004	RF536616
1994	GMC	G Van	Flint	SP500001	SP559023
1995	GMC	G Van	Flint	TF500001	TF652777
1996	GMC	G Van	Flint	TP500001	P2709695
1993	Oldsmobile	T Utility	Moraine	R0700001	R0709971
1994	Oldsmobile	T Utility	Pontiac West	R2700001	R2707710
1994	Oldsmobile	T Utility	Moraine	T2700001	T2712525
1996	Oldsmobile	T Utility	Moraine	T2700001	T2712525

PARTS INFORMATION

This phase requires no parts. Calibrations are available in October, 1999 on TIS 2000 CD #21 or Techline CD #20/21 or later versions.

CUSTOMER NOTIFICATION

Customers will be notified of this campaign on their vehicles by General Motors. A copy of the customer notification letter will be included in the Campaign Bulletin.

SERVICE PROCEDURE

VCM Programming

Important: For 1995 S/T utilities with L35, check the Service Parts Identification (SPID) label on the inside of the glovebox to determine if the vehicle has a VCM. If there is an RPO of "R29", the vehicle has a VCM and is not programmable.

The new calibration will be available in October, 1999 on TIS 2000 CD #21 or Techline CD #20/21 and later versions. The calibration is programmed into the vehicle's VCM via a Techline Tool. Use a Techline Terminal or scan tool to perform the learn procedure and program the VCM.

Important: Use the calibration file "Special Policy 99046" on TIS 2000 CD #21 or Techline CD #20/21 or later versions.
To ensure VCM programming/RPO configuration, confirm that the following conditions exist in order to prepare for VCM programming:

The battery is fully charged
The ignition switch is in the "RUN" position
The Data Link Connector (DLC) is accessible.
Refer to the latest Techline Terminal and equipment user's instructions.
Clear the diagnostic trouble codes (DTCs) after the programming is complete.

CLAIM INFORMATION

For vehicles repaired under warranty, submit a claim with the information indicated below:

REPAIR PERFORMED	PART COUNT	PART NO.	PARTS ALLOW	CC-PC	LABOR OF	LABOR HOURS
VCM Reprogram	0	N/A	N/A	MK-95	T5535	0.7

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End of Message

GM Service Operations

McMillan @ US_GM_PON_POC01, Karen Raub @ US_GM_PON_POC01, Hank Leach @ US_GM_DET_RN101, Annette E. Prochaska @ US_GM_DET_RN101, Jack Pantaleo @ US_GM_PON_POC01, Karen Grimaldi @ US_GM_DET_RN101, Chris Gapczynek @ US_GM_DET_RN101, Tim Cronish @ US_GM_DET_RN101, Ginger Berns @ US_GM_DET_RN101, Robert Szabo @ US_GM_DET_RN101

All Shreveport vehicles were incorrectly identified in the "Vehicles Involved" section as S/T Utilities. All Shreveport built vehicles are S/T pickups. Please change your campaign bulletin to reflect this change.

*****The data below is previous posted on 11/22/99,
Admin Number: WIA19990091*****

DATE: NOVEMBER 22, 1999
SUBJECT: 99046 - SPECIAL POLICY
HIGH/LOW/HIGH ABS BRAKE ANOMALY
MODELS: 1993-1996 CHEVROLET, GMC, AND OLDSMOBILE S/T
UTILITY
1994-1996 CHEVROLET AND GMC S/T PICKUP
EQUIPPED WITH A V6 ENGINE
1993-1995 CHEVROLET AND GMC M/L VAN
1993-1996 CHEVROLET AND GMC G VAN

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AND 1995-1996 S/T UTILITIES EQUIPPED WITH A VCM. VEHICLES
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	MODEL YEAR			
	1993	1994	1995	1996
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G Van	Part Chg	Part Chg	Part Chg	Part Chg
S/T Pickup w/LB4 & M/T	N/A	Reprogram*	Reprogram*	N/A
S/T Pickup w/LB4 & A/T	N/A	Part Chg	Part Chg	N/A
S/T Pickup w/L35/LF6	N/A	Part Chg	Reprogram*	Reprogram*
S/T Utility w/LB4	Part Chg	Part Chg	N/A	N/A
S/T Utility w/L35/LF6	N/A	Part Chg	(+K29) Part Chg	Reprogram*
			(-K29) Reprogram*	
T Utility - AND	Part Chg	Part Chg	Part Chg	Reprogram (Later Phase)

CONDITION

The federal government's highway safety agency, the National Highway Traffic

Safety Administration (NHTSA) has identified, and General Motors Corporation has confirmed, the existence of a condition in the antilock braking system of some Chevrolet, GMC, and Oldsmobile S/T utilities, 1994-1996 Chevrolet and GMC S/T pickups equipped with a V6 engine, 1993-1995 Chevrolet and GMC M/L vans, and 1993-1996 Chevrolet and GMC G vans, all equipped with the Lucas Varsity three-sensor ABS system. On rare occasions, this condition can result in longer stopping distances during certain antilock brake applications, as explained below.

If the customer is driving on a road surface that supports good traction and they begin to stop by applying the brake pedal firmly, and both front wheels of their vehicle then pass onto a slippery surface (such as an ice-covered or wet patched asphalt part of the road), the antilock brake system will adjust the brakes at each of the wheels to take advantage of the available traction. This will allow the customer to steer and maintain stability, which is normal ABS operation, as their owner's manual explains in more detail.

However, if the customer is still braking while the vehicle leaves the slippery surface and both front wheels get back on a higher-traction surface, the ABS may perform as if the vehicle were still on the slippery surface and the vehicle may not stop as quickly. However, this will not happen every time these conditions are encountered. It depends on several additional factors, such as vehicle speed and the length of the slippery surface.

The ABS system was designed with increased sensitivity to wheel slip in order to improve vehicle steerability while braking on very slippery surfaces. This improvement for steerability, however, made it possible for reduced front braking effectiveness to occur as described above.

SPECIAL POLICY ADJUSTMENT (Phase I)

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VEHICLES INVOLVED

Involved are 1993-1996 S/T utilities, 1994-1996 S/T pickups equipped with a V6 engine, 1993-1995 M/L van, and 1993-1996 G vans built within the following VIN breakpoints:

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1995	Chevrolet	S/T Pickup	Linden	SK100036	SK263000
1996	Chevrolet	S/T Pickup	Linden	TK100019	TK240986
1993	Chevrolet	S/T Utility	Pontiac West	P0100001	P0196997
1993	Chevrolet	S/T Utility	Moraine	P2100001	P2218436
1994	Chevrolet	S/T Utility	Pontiac West	R0100001	R0184858
1994	Chevrolet	S/T Utility	Moraine	R2100001	R2179415
1994	Chevrolet	S/T Utility	Shreveport	R8100004	R8243099
1995	Chevrolet	S/T Utility	Moraine	S2100001	S2266695
1995	Chevrolet	S/T Utility	Shreveport	S8100001	S8266202
1995	Chevrolet	S/T Utility	Linden	SK100001	SK263010
1996	Chevrolet	S/T Utility	Moraine	T2100001	T2318776
1996	Chevrolet	S/T Utility	Shreveport	T8100001	T8232058
1996	Chevrolet	S/T Utility	Linden	TK100001	TK240987
1993	Chevrolet	M/L Van	Baltimore	PK100002	PK225276

1994	Chevrolet	M/L Van	Baltimore	E100000	RM248996
1995	Chevrolet	M/L Van	Baltimore	SB100001	SM274040
1993	Chevrolet	G Van	Scarborough	P4100001	P4152035
1993	Chevrolet	G Van	Flint	PF300008	PF362809
1994	Chevrolet	G Van	Flint	RF100001	RF190429
1995	Chevrolet	G Van	Flint	SF100001	SF253581
1996	Chevrolet	G Van	Flint	TF100001	TF116295
1994	GMC	S/T Pickup	Linden	RK500002	RK525999
1995	GMC	S/T Pickup	Linden	SK500022	SK545830
1996	GMC	S/T Pickup	Linden	TK500012	TK532449
1993	GMC	S/T Utility	Pontiac West	P0500001	P0528013
1993	GMC	S/T Utility	Moraine	P2500002	P2543251
1994	GMC	S/T Utility	Pontiac West	R0500001	R0535323
1994	GMC	S/T Utility	Moraine	R2500001	R2527917
1994	GMC	S/T Utility	Shreveport	R8500003	R8533979
1995	GMC	S/T Utility	Moraine	S2500001	S2559899
1995	GMC	S/T Utility	Shreveport	S8500002	S8541078
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1996	GMC	S/T Utility	Moraine	T2500001	T2580013
1996	GMC	S/T Utility	Shreveport	T8500001	T8536520
1996	GMC	S/T Utility	Linden	TK500001	TK532449
1993	GMC	M/L Van	Baltimore	PB500001	PB552970
1994	GMC	M/L Van	Baltimore	RB500000	RB558700
1995	GMC	M/L Van	Baltimore	SB500001	SB566582
1993	GMC	G Van	Scarborough	P4500001	P4519317
1993	GMC	G Van	Flint	PF500004	PF522530
1994	GMC	G Van	Flint	RF500001	RF536616
1995	GMC	G Van	Flint	SF500001	SF559023
1996	GMC	G Van	Flint	TF500001	TF852777
1993	Oldsmobile	T Utility	Moraine	P2700001	P2709695
1994	Oldsmobile	T Utility	Pontiac West	R0700001	R0709971
1994	Oldsmobile	T Utility	Moraine	R2700001	R2707710
1996	Oldsmobile	T Utility	Moraine	T2700001	T2712525

PARTS INFORMATION

This phase requires no parts. Calibrations are available in October, 1999 on TIS 2000 CD #21 or Techline CD #20/21 or later versions.

CUSTOMER NOTIFICATION

Customers will be notified of this campaign on their vehicles by General Motors. A copy of the customer notification letter will be included in the Campaign Bulletin.

SERVICE PROCEDURE

VCM Programming

Important: For 1995 S/T utilities with L35, check the Service Parts Identification (SPID) label on the inside of the glovebox to determine if the vehicle has a VCM. If there is an RPO of 'K29', the vehicle has a PCM and is not programmable.

The new calibration will be available in October, 1999 on TIS 2000 CD #21 or Techline CD #20/21 and later versions. The calibration is programmed into the vehicle's VCM via a Techline Tool. Use a Techline Terminal or scan tool to perform the learn procedure and program the VCM.

Important: Use the calibration file "Special Policy 99046" on TIS 2000 CD #21 or Techline CD #20/21 or later versions.

To ensure VCM programming/RPO configuration, confirm that the following conditions exist in order to prepare for VCM programming:
The battery is fully charged

The ignition switch is in the 'RUN' position
The Data Link Connector (DLC) is accessible
Refer to the latest Techline Terminal and equipment user's instructions.
Clear the diagnostic trouble codes (DTCs) after the programming is complete.

CLAIM INFORMATION

For vehicles repaired under warranty, submit a claim with the information indicated below:

REPAIR PERFORMED	PART COUNT	PART NO.	PARTS ALLOW	CC-PC	LABOR OP	LABOR HOURS
VCM Reprogram	0	N/A	N/A	MK-95	T5535	0.7

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End of Message

GM Service Operations

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GM SERVICE OPERATIONS
DC8517
URGENT - DISTRIBUTE IMMEDIATELY

DATE: APRIL 28, 2000

SUBJECT: 99046(A) - SPECIAL POLICY
HIGH/LOW/HIGH ABS BRAKE ANOMALY
SECOND PHASE (1993 MODEL YEAR VEHICLES)

99-006

MODELS: 1993-1996 CHEVROLET AND GMC S/T UTILITY
1994-1996 CHEVROLET AND GMC S/T PICKUP EQUIPPED WITH A
V6 ENGINE
1993-1996 CHEVROLET AND GMC G VANS

TO: ALL CHEVROLET AND GMC DEALERS

ATTN: SERVICE MANAGER, PARTS MANAGER, AND WARRANTY ADMINISTRATOR

* THIS SPECIAL POLICY IS IN EFFECT UNTIL DECEMBER 1, 2002 *

This bulletin cancels and replaces bulletin 99046 issued December, 1999.
All copies of bulletin 99046 should be destroyed.
M/L vans and AWD T-Utility vehicles are no longer involved in this special
policy.

Due to the availability of parts, this special policy is being administered in
four phases. The first phase, released in December, 1999, consisted of
vehicles with a VCM. This second phase will consist of 1993 model year
vehicles. The third phase will consist of 1994 vehicles with a PCM. The
fourth phase will consist of 1995-96 vehicles with a PCM.
You will be notified of the third and fourth phases via DCS message.

CONDITION

The federal government's highway safety agency, the National Highway Traffic
Safety Administration (NHTSA) has identified, and General Motors Corporation
has confirmed, the existence of a condition in the antilock braking system of
some 1993-1996 Chevrolet and GMC S/T utilities, 1994-1996 Chevrolet and GMC
S/T pickups equipped with a V6 engine, and 1993-1996 Chevrolet and GMC G vans,
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If the customer is driving on a road surface that supports good traction and
they begin to stop by applying the brake pedal firmly, and both front wheels
of their vehicle then pass onto a slippery surface (such as an ice-covered or
wet patched asphalt part of the road), the antilock brake system will adjust
the brakes at each of the wheels to take advantage of the available traction.
This will allow the customer to steer and maintain stability, which is normal
ABS operation, as their owner's manual explains in more detail.

However, if the customer is still braking while the vehicle leaves the
slippery surface and both front wheels get back on a higher-traction surface,
the ABS may perform as if the vehicle were still on the slippery surface and

the vehicle may not stop as quickly. However, this will not happen every time these conditions are encountered. It depends on several additional factors, such as vehicle speed and the length of the slippery surface.

The ABS system was designed with increased sensitivity to wheel slip in order to improve vehicle steerability while braking on very slippery surfaces. This improvement for steerability, however, made it possible for reduced front braking effectiveness to occur as described above.

SPECIAL POLICY ADJUSTMENT

This special policy adjustment covers the condition described above until December 1, 2002, regardless of vehicle mileage or ownership. The repairs will be made at no charge to the customer (see the service procedure for the appropriate repair). Other conditions that may cause similar or different brake complaints that are not a result of the condition listed above are not covered by this special policy. The customer should be informed that any further service that is not covered by this special policy would be their responsibility, if they elect to have the service performed.

VEHICLES INVOLVED

Involved are 1993-1996 S/T utilities, 1994-1996 S/T pickups equipped with a V6 engine, and 1993-1996 G vans built within the following VIN breakpoints:

YEAR	DIVISION	MODEL	PLANT	FROM	THROUGH
1994	Chevrolet	S/T Pickup	Linden	RK100001	RK183995
1994	Chevrolet	S/T Pickup	Shreveport	R8100004	R8243099
1995	Chevrolet	S/T Pickup	Linden	SK100036	SK263000
1995	Chevrolet	S/T Pickup	Shreveport	S8100001	S8266202
1996	Chevrolet	S/T Pickup	Linden	TK100019	TK240986
1996	Chevrolet	S/T Pickup	Shreveport	T8100001	T8232058
1993	Chevrolet	S/T Utility	Pontiac West	P0100001	P0196997
1993	Chevrolet	S/T Utility	Moraine	P2100001	P221B436
1994	Chevrolet	S/T Utility	Pontiac West	R0100001	R0184858
1994	Chevrolet	S/T Utility	Moraine	R2100001	R2179413
1995	Chevrolet	S/T Utility	Moraine	S2100001	S2266695
1995	Chevrolet	S/T Utility	Linden	SK100001	SK263010
1996	Chevrolet	S/T Utility	Moraine	T2100001	T2318776
1996	Chevrolet	S/T Utility	Linden	TK100001	TK240987
1993	Chevrolet	G Van	Scarborough	P4100001	P4152035
1993	Chevrolet	G Van	Flint	PF300008	PF362809
1994	Chevrolet	G Van	Flint	RP100001	RF190429
1995	Chevrolet	G Van	Flint	SF100001	SF253581
1996	Chevrolet	G Van	Flint	TF100001	TF118295
1994	GMC	S/T Pickup	Linden	RK500002	RK525999
1994	GMC	S/T Pickup	Shreveport	R8500003	R8533979
1995	GMC	S/T Pickup	Linden	SK500022	SK545830
1995	GMC	S/T Pickup	Shreveport	S8500002	S8541078
1996	GMC	S/T Pickup	Linden	TK500012	TK532449
1996	GMC	S/T Pickup	Shreveport	T8500001	T8536520
1993	GMC	S/T Utility	Pontiac West	P0500001	P0528015
1993	GMC	S/T Utility	Moraine	P2500002	P2543251
1994	GMC	S/T Utility	Pontiac West	R0500001	R0535325
1994	GMC	S/T Utility	Moraine	R2500001	R2527917
1995	GMC	S/T Utility	Moraine	S2500001	S2559899
1995	GMC	S/T Utility	Linden	SK500001	SK545839
1995	GMC	S/T Utility	Moraine	T2500001	T2580013
1993	GMC	G Van	Scarborough	P4500001	P4519317
1993	GMC	G Van	Flint	PF500004	PF522530
1994	GMC	G Van	Flint	RP500001	RF536616
1995	GMC	G Van	Flint	SF500001	SF559023
1996	GMC	G Van	Flint	TF500001	TF852777

MAILING INFORMATION

The mailing of the dealer bulletin will begin on April 28, 2000. Owner letters for phase two will begin on May 5, 2000.

VIS INFORMATION

VIN's will not be loaded to VIS for this Special Policy.

END OF MESSAGE

GM SERVICE OPERATIONS